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THE R.A.F. ARNOLD SCHEME REGISTER

Patron

Marshal of the Royal Air Force Sir Michael Beetham GCB CBE DFC AFC DL FRAeS

takes great pleasure
in

Presenting

The Royal Air Force in Florida 1940-1942
and its' engagements within

The

**PAN AMERICAN AIRWAYS
NAVIGATION TRAINING SCHOOL**

Coral Gables, Miami, Florida.

A high-standard Research "Paper"
completed on March 24th 1987.

And the Origin and composition of the

P.A.A. REGISTER

by

Owen D. Morgan

Member of the first main Course N°41/1
Founder-Member N°010 and the Registrar of



A Special Tenth Anniversary Edition of
ARNOLD NEWS (N°26)

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MEMBERSHIPS' CURRENT OBITUARY LIST

OTHER COURSE MEMBERS (Reports being checked)

Editor & Producer F N Bate MBE

THE RAF ARNOLD & P.A.A. SCHEMES (1941-1943)

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THE PAN AMERICAN AIRWAYS NAVIGATION TRAINING PLAN (1941-1942)Arnold Scheme (Pilots)

Registrar
F Norman Bate MBE
51 Henley Road
Leicester
LE3 9RD

Telex/FAX OTTB-2519454

THE REGISTERSP.A.A. (Obs) Scheme

Registrar
Owen D Morgan
27 Oaklands Avenue
Brookmans Park
Hatfield, Herts.
AL9 7UH
Telex 01707-655068

P.A.A. FOUNDER MEMBERS LIST (at 01.03.96)

(*Subsequent deaths separately listed*)

Principal Associate

Mrs Nell Sutton
(War Widow of
Joseph, (42/5)

(Adjacent second columns show Arnold Scheme transfers)

		(Information)		(Information)
ANDREWS R L	DFC	42/1 Dec'd	McALLISTER J S V	OBE DFC* DFM 41/1
BAILEY K J		42/1	MORGAN O D	41/1
BAILEY W G		42/3 Evader	MORGAN A T	41/2 Dec'd
BOWEN P G		41/2	MORRIS A R	DFC* 41/1
BROWN F		42/1 Dec'd	NELSON T	42/5
BELLIS D B	DFC*	41/1	NICHOLSON I H	DFC DFM 42/3 42-E POW
BUDINGER A T		42/2	O'NEILL F	DFM 41/G Dec'd
CLARKE A G	DFC	42/6	PAYNE R H	DFC 42/4
COHN E L	DFC MID	42/3	PINNELL H E V	42/442FG-POW
CONDIE R H B		42/4	POWELL G W	DFC 41/G
DELBRIDGE K S	DFC	42/5	PUGH-JONES J	41/G
DIAMOND F G	DFC	42/3	RAWLINSON B A	42/3 POW
DIX K		42/3 42-E POW	RICHARDSON D S	DFC 42/6
FOSTER E	DFM	42/2	ROGERS J R	42/3 POW
GARGINI E J (Polish OM)		42/4 42-E POW*	SAMPSON J C	DFC* 42/5
GRIFFIN M W		42/1 Dec'd	SANNE-JONES G A	42/1
HARRIS B	DFC	42/2	SHAW R S	42/1
HATHAWAY S F		42/5 42-H POW	SHERRY B J	42/2
HIGSON F G		41/2	SKYRME R D	MID 41/1
HOBGEN C W		42/6 POW	SMITH E C	42/2
HOLMES M F		42/6	STEWART R S	DFC 42/5 42-I POW
HOWELL D L	DFC	42/3 42-G POW	STURGES F A	42/3
JENNINGS J H	DFC DFM	42/5 POW	THOMAS J A	42/1
JONES W D	DFC	41/1 Dec'd	THORPE E F	41/1
JONES P R	DFC	42/6 42-G POW	WAINWRIGHT J A	DSO MID 42/3
KERR F T	MBE	42/4 POW	WALLIS A D	DFC 42/4/ 42-E
LAKE J E		41/G	WHEWELL J	42/1
LEAVERS R A	DFM	42/2	WILKIN F J	CBE DFM 42/1
LOBBAN J A		42/6 42-F POW*	YODAN A T	DFC 42/6/ 42-I POW
LOVITT L L R		42/5		

The Register welcomes

Edward J KING of 41/2 as Founder Member N°64
Rowland H HALE of 42/1 as Founder Member N°65 Evader

REGISTRANTS

HARVEY Robert J	42/1	POW	WILLIAMS John T	42/2
SIMPSON Arthur	42/2	POW	WILLIAMS Martin L	42/1

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Training of Royal Air Force Observer (Navigator) cadets in the United States during the 1939-1945 War.

Introduction.

1. During the 1939-1945 War, the United States made available to the United Kingdom certain training facilities, which, for the Royal Air Force, covered primarily the training of aircrew. Three schemes were introduced
 - a. The British Flying Training Schools' Scheme in the U.S.A., for Pilot training :- (6 of an establishment for 7 RAF BFTSs took off).
 - b. The 'Arnold Scheme', named after General Arnold, Deputy Chief of Staff and Chief of Army Air Corps, which offered
 - (i) Capacity in Army Air Corps Schools for Pilot training.
 - (ii) Capacity in Pan American Airways, Navigation School, the University of Miami, Florida, for Observer (Navigator) training..
 - c. The 'Towers Scheme', named after Admiral Towers, which offered capacity at the United States Navy Training School, Pensacola, Florida, for Pilots, Observers and Wireless Operator / Air Gunners from both the Royal Navy Fleet Air Arm and the R.A.F.

This account deals chiefly with the training of Observers (Navigators) by the P.A.A. Navigation School and covers the establishment of the Scheme, training details, numbers input and trained, and intended operational destinations. Reference is also made to Observer training by the U.S.N. at Pensacola, as their school also took a number of R.A.F. U/T Pilot eliminees from the 'Arnold Scheme' and possibly their own 'Towers Scheme'.

PAA offer and General Arnold's negotiations

- 2.. Though the training of Observers by P.A.A. came under the umbrella of the 'Arnold Scheme', P.A.A. did in fact make their own offer to train R.A.F. pupil Observers, well ahead of the informal and formal Arnold discussions. In October 1940 they offered to provide navigation training facilities for R.A.F. Observers under conditions that would require all students to be sent to their schools as civilians and ostensibly to be trained for civil airline companies.
- The R.A.F. considered sending groups of 10 students on a 12 week's course (length of PAA course), their armament training to be carried out either in Canada or back in U.K. Due to the U.S. Neutrality Laws pupils would have to come from the American continent.
- The Canadian Government objected to sending R.C.A.F. trainees as they were expanding their own training facilities and from the West Indies suitable white trainees, due to U.S. colour bar restrictions, could not be found. Plans were then delayed, due to the increased use of the P.A.A. school by the U.S. Army Air Corps, but later the date of 22nd March 1941 was offered for the first intake and agreement given that the pupils could come from the U.K. as civilians. In response to this the R.A.F. planned to send Observers destined for Coastal Command, General Reconnaissance (G.R.) squadrons.

It was intended that these students, ex-Initial Training Wing (I.T.W.), would be released from the Service, proceed to Canada and on to P.A.A. in plain clothes and would be re-entered into the R.A.F. on return to the U.K. However, the provision of training facilities by the U.S., both the amount made available and the acceptance of students, was made much simpler by the passing by the U.S. Congress of the Lease Lend Law on 11th March 1941. Informal discussions were already proceeding between General Arnold and the British Air Attache in Washington in respect of pilot training and at the same time a specific offer to send 10 U/T observers on the March course at P.A.A., Coral Gables, was accepted (Course 41E 24th March to 27th June 1941). Formal negotiation quickly followed and at the Air Ministry on 13th April 1941, General Arnold offered to the R.A.F. at a meeting chaired by Air Member for Training (A.M.T.), one third of the pilot training capacity of the U.S. Army Air Corps Schools and the whole of the navigation training capacity of P.A.A. In response to this the A.M.T.'s staff were contemplating intakes of 190 every 7/8 weeks to P.A.A. and a total input by July 1942 of 1650.

Planned
intakes
Training
School
location

3. General Arnold's offer was accepted and urgent planning of pilot and observer inputs brought the early sailing of substantial numbers to both schemes. A second course of 10 U/T observers was sent to P.A.A. and started training on 5th May 1941 (Course 41F). The initial capacity originally offered at P.A.A. was reduced for political reasons, as P.A.A. insisted on retaining 50 U.S. students per course, so the planned intake of R.A.F. U/T observers was agreed at 150 and the course length was increased to 15 weeks. R.A.F. pupil intakes commenced on 3rd July 1941 and continued intaking every 7/8 weeks giving a pupil population of 300.

The school was the Pan American Navigation School at the University of Miami, Coral Gables, Florida, the flying base was at Dinner Key and all the cadets were housed in the San Sebastian Hotel, adjacent to the University and meals were taken in the University's canteen complex.

Training
syllabus.
Changes
to R.A.F.
needs.

4. The nature of the training to be given by P.A.A. was of considerable concern to the R.A.F., because the P.A.A.'s school courses were for the training of navigation officers for their own ocean civil transport routes using flying boats. The ground training was thorough, but it had a definite Astro-navigation basis, the course subjects being Navigation Theory (DR-Astro-DF/WT), Theoretical Navigation Flight, Air Exercises and Meteorology. The practical flying carried out was very small, comprising only 50 hours flying, of which just 4 hours were as first navigator. R.A.F. necessary subjects, such as signalling, reconnaissance, photography, armament and area search were not covered.

The R.A.F. had hoped, when General Arnold's offer was made, for the full use of P.A.A.'s facilities so that the school could be run under their supervision as a R.A.F. Air Observer Navigation School (AONS), but this proved impossible and in discussions at P.A.A., the latter maintained all graduates should measure up to their standard of training.

A course extension to 15 weeks had already been agreed and in July 1941 a Royal Air Force officer joined P.A.A.'s staff to add R.A.F. navigation aspects to the ground syllabus training, and later, in September 1941,

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armament training was added. Attempts to increase the amount of practical flying training were continually prevented by a shortage of aircraft - P.A.A.s fleet being only 4 Consolidated Commodore flying boats (80-85 knots) and 1 Vought-Sikorsky (four engined) flying boat. General dissatisfaction with the inadequacies of the course, when compared to the R.A.F.'s own AONS course of 34 weeks and the requirements of wartime operational navigating lead to continuing discussions. The P.A.A. school's Chief Instructor (Mr C.J. Lunn) visited the Air Ministry in August 1941 and a fuller understanding of what was needed was realised, at the same time the R.A.F. appreciating that the P.A.A. trained observer would be of a high quality due to the intensity of training on the P.A.A. syllabus. As a result of the Chief Instructor's visit a revised syllabus was agreed by October 1941 and run on R.A.F. lines; the R.A.F. staff strength at the school by this time was 7 Officers and 1 Sergeant. In December 1941 a synthetic bombing teacher and navigation trainer was being constructed in one of the towers of the University. Attempts to lengthen the course to 20 weeks proved unsuccessful, mainly due to the continuing shortage of suitable training aircraft and all courses through P.A.A. stayed at 15 weeks' duration with a planned input of 150. Initially A.M.T's staff planned a wastage rate of 20%, but the R.A.F. Delegation, Washington, considered 15% to be more likely. In the event, wastage was under 3.5% - from a planned intake rate of 150 the average actual output was 145.

Pilot eliminees 5. As mentioned, the R.A.F. U/T observers were initially sent to U.S.A. from the U.K. (via Canada), as were U/T pilots for the 'Arnold' schools. to observer training. However, the problem arose for the re-training of pilot eliminees in the U.S.A., particularly those from the 'Arnold' schools. In August 1941 it was arranged for all aircrew pupils undergoing training in the U.S., who failed to complete their courses, would be posted back to Canada to the Composite Training School, R.C.A.F., Trenton, Ontario, for selection to another category and then continue training in Canada or U.S. Eliminee pilots reselected for observer training were usually sent to P.A.A. Coral Gables, or the USN, Pensacola; (note: personnel remustered to ground trades were retrained to fill vacancies in the establishment of schools in Canada or given trade training). As a result of this policy decision the number of direct entrants from the U.K. for latter courses (planned at 150) was modified to allow a mix of Direct entrants and Pilot eliminees from Course 42/3 onwards.

Towers' Scheme 6. Following negotiations between General Arnold and the Air Ministry the U.S. Navy offered, in May 1941, under the auspices of Admiral U.S.N. Pensacola Towers, facilities to train R.A.F. and R.N. Fleet Air Arm pilots and, in addition, observers and wireless operator/air gunners, at their Pensacola, Florida, school. The 'Towers' scheme was to accept on each intake 60 R.A.F. U/T pilots, 30 R.A.F. U/T observers, 30 U/T wireless operator/air-gunners and 40 F.A.A. U/T pilots. The first course left the U.K. on 6th July 1941 and commenced training on 27th July 1941. As the U.S. Navy had no specific and separate observer syllabus it was agreed R.A.F. observers would do the navigation part of the pilot's course, which would include some elements of the R.A.F. observer course syllabus, for which 2 R.A.F. General Reconnaissance (G.R) instructors were posted to Pensacola. The ground course lasted 8 weeks and then the observers were posted for approximately 12 weeks to a U.S. Navy patrol squadron operating with the Atlantic

Fleet. By October 1941 a regular flow of pupils, mainly pilots, was being maintained in Pensacola, but it became necessary to reduce the numbers being sent from the U.K. to the U.S. to a minimum and, in line with the 'Arnold' scheme it was decided that observer and wireless operator/air gunner pupils should be drawn from pilot eliminees in the U.S.A. Only 60 observers and 30 wireless operators/air gunners were sent from the U.K. to Pensacola.

Cessation of

Training.

Total output

7. With the entry of the U.S. into the war on 7th December 1941, both the 'Arnold' scheme and 'Towers' scheme were affected by the need of the U.S. Army Air Corps (later the U.S. Air Force) and the U.S. Navy to expand training facilities for their own use. Also the R.A.F. in 1942 realised that their planned world wide training schemes were out of balance with operational requirements and certain planned capacities would not be needed. The effect of these issues was that intakes to observer training ceased at P.A.A., Coral Gables, with the entry of Course N°42/6 on 3rd July 1942 (graduated 14th October 1942) and the last observer input to Pensacola was in April 1942 and wireless operator/air gunner in June 1942. The total number of observers trained and output in the U.S. was 1715, divided as follows-

- a. from P.A.A. School, Coral Gables:- (1941) 307, (1942) 870; Total 1177
- b. from U.S.N. School, Pensacola:- * 60, * 478; * 538

Observers

subsequent

destinations.

8. With regard to the next stage of training of the R.A.F. observers, who graduated from the P.A.A. school; it had been intended for them to complete their training at Bombing and Gunnery Schools, preferably in Canada. However, by the autumn of 1941 considerable difficulty was being experienced in providing bombing and gunnery training for the Coral Gables output. The Canadian Government were asked to provide the facilities, but were unable to accept the whole output without forming new schools. The first two courses ex P.A.A., both 10 strong, had proceeded to N°2 B and G School, R.C.A.F. Mossbank, but then it was arranged that all subsequent graduates should return direct to the U.K. to receive their further training. It was intended, based on the planned wastage rate of 20% (of 150 input), that the 120 observers returning should be further trained, as follows -

- a. one third (40) should be selected for observer radio duties and sent to the Radio School, Prestwick, for a 4 weeks' radio course, prior to posting to Fighter Command Night Fighter Operational Training Units (O.T.U.).
- b. the remainder (80) would all complete a 6 weeks' bombing and gunnery course, after which
 - i. 32 would be posted to Bomber Command O.T.U.'S, and
 - ii 48 would be destined for Coastal Command, and would carry out a 3-weeks' G.R. course at the G.R. School, Squires Gate, before proceeding to a Coastal Command O.T.U.

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To what extent these planned intentions were followed is not known for they were decided in mid 1941 and the first course, ex P.A.A. did not arrive back in the U.K. until November 1941 and the last course a year later. Also the wastage rates were low and the average outputs were 145 with operational requirements constantly changing. From the 146 who returned in November 1941 the number selected for the observer radio role was raised to 80.

Observers' dress in the U.S.A.

9. In view of the requirements that the R.A.F. personnel proceeding to the U.S. in 1941, should be civilians, at least in dress after the Lend Lease Law was passed in March, suitable kitting was effected either before leaving the U.K. or in Canada. Personnel on the first course to P.A.A., Coral Gables, were issued with a grey civilian suit at R.A.F. Wilmslow to which alterations, as necessary, were made at R.C.A.F. Manning Depot, Toronto. At the depot an issue was made of R.C.A.F. summer uniform - khaki - which became the uniform whilst on duty at P.A.A. with all cadets wearing the blue R.A.F. forage cap, with white flash. All R.A.F. uniforms were packed and sent in advance but remained unused for the first two courses. Courses 42/1 onwards went into uniform following the U.S.' entry into the war on 7th December 1941.

Writer's Note.

10. On a personal note I wish to point out that the main purpose of this factual account of how and when R.A.F. U/T observers were sent to the U.S. for training, is for it to be a brief 'back-up' to information Dr Gilbert S. Guinn of Lander College, Greenwood, South Carolina, has already researched from his visit to the U.K. in 1981-1982; been given by the officers of 'The Arnold Scheme Register' and from many personal narratives sent to him from ex-R.A.F. personnel, who were 'Arnold' or 'Towers' scheme pilots or P.A.A. or 'Towers' scheme observers. I hope that some of the information may be new or will, at least, put some already known facts in a chronological order. I have not given any personal experiences, details of routes to and from the U.S., reception in Canada or the welcome given the whole time to U.K. U/T cadets in Coral Gables, Miami and elsewhere. This is being fully written up by Dr. Guinn and also appears in extracts in 'The Arnold News'. However, as a member of the first main course to P.A.A. (N°41/1), I wish to say how very welcome we were made by the local people; families; Churches (Coral Gables Methodist); organisations (American Legion); hotels (Cromwell, Miami Beach) and clubs. Friendships were struck which have lasted many years and like others I am one of those who has revisited - 40 years on - Coral Gables, Miami, and met again friends of 1941.

24 March 1987

Owen D. Morgan
Owen D. Morgan

P.A.A. Register - Founder Member 010

Annex T.

Summary of R.A.F. U/T Observer Courses at Pan American Airways
Section, Coral Gables, Miami, Florida, U.S.A. - 1941-1942.

<u>Date of Input</u> <u>(Note 1)</u>	<u>Course Number</u> <u>(Note 2)</u>	<u>Planned Intake Nos</u> <u>(Note 3)</u>	<u>Date of Output</u> <u>(Note 4)</u>	<u>Numbers Graduated</u> <u>(Note 5)</u>	<u>Comments</u>
<u>1941</u>			<u>1941</u>		
24 March	41 E	10	27 June	10	12 weeks' course
5 May	41 F	10	27 July	10	12 weeks' course
3 July	41/1	150	16 October	146	Course length extended
24 August	41/2	150	7 December	141	to
17 October	42/1	150	<u>1942</u>		15 weeks
5 December	42/2	150	30 January	137	
<u>1942</u>			20 March	145	
30 January	42/3	150	15 May	148	
20 March	42/4	150	3 July	148	
15 May	42/5	150	28 August	147	
3 July	42/6	150	14 October	147	

<u>Planned Input</u>	1220	<u>Numbers Graduated</u>	1179
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(Note 7)

<u>Planned Wastage</u> (U.K. planners in A.M.T)	20%
<u>Actual maximum wastage</u> (assuming all courses input at planned figures.)	3.3%

Notes.

1. Date of Input. Apart from the first two inputs of 10 pupils, courses were planned to intake alternate 7/8 weeks, for a 15 weeks' course. The input dates may vary a day or two as between arrival date in Coral Gables and first 'classroom' day.
2. Course Numbers. The system of numbering adopted was for the first two figures to define the year the course would output and the third figure to be the sequence of output. This was not applied to the two small courses 41 E and 41 F.

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ANNEX I (Cont'd)

3. Intakes. Only general references have been found to show the intended input planned, i.e. from 3rd July 1941, 150 pupils every 7/8 weeks. Whether all courses had this precise number is not known.
4. Date of Output. These are naturally a mix of planned dates and known dates.
5. Numbers. The numbers shown are taken from the R.A.F. Delegation, Washington, reports to Air Ministry in PRO AIR 45, 11 and 12, except for the first two courses.
6. Course N° 42/3. In August 1941 it was arranged that eliminee pilots from U.S. schools would be sent to the R.C.A.F. Composite Training School Trenton, Ontario for reselection, and posted as appropriate to an R.C.A.F. school or P.A.A. school or U.S. Navy (Towers Scheme) Pensacola, Florida.
As a result the first Pilot eliminees were entered to Course 42/3 (30.01.42) and continued to enter as part of all courses up to the last one, 42/6 (03.07.42).
U/T Observers direct from the U.K. continued to supplement these courses but the Numbers-mix are unfortunately not known.
7. Total numbers Appendix B2 of Air Publication AP.3233 'Flying Training Vol.II, Part II, Overseas' gives P.A.A. total output as 1177.
Graduated. (discrepancy cannot be identified).

ANNEX IIInformation References - H.M. Public Record Office, Kew.

The following are the documents examined at the H.M. Public Record Office, Kew, from which extracts are given or information summarised.

1. PRO Ref. AIR/10/5551 - A.P.3233 1939-1945 Royal Air Force Flying Training. Volume 1 Policy and Planning. (M.of D. Air Historical Branch origin)
2. PRO Ref. AIR/20/1388 - British Flying Training in U.S. 'Arnold Scheme'.
(Air Member for Training papers)
3. PRO Ref. AIR/41/70 - Air Historical Branch Narrative - Flying Training 1939-1945.
Volume II- Organisation Basic Training, Flying Training-Part II Overseas.
4. PRO Ref. AIR/45/11 - Reports from R.A.F. Delegation, Washington to Chief of Air
and 12 Staff, Air Ministry.

ANNEX IIINote on use of 'U/T Observer' terminology

Before and during the early years of the 1939-1945 war, the aircraft crew member responsible for observing and navigating was known as an Air Observer and was trained at an Air Observer Navigation School (AONS), and personnel entering training up to 1942 were known as U/T Air Observers. But in 1942 because navigating tasks had become more specialised, particularly in Bomber Command and Fighter Command (night fighter role), all Air Observers were recategorised as Navigators with a role specification, e.g. Navigator, Navigator (Bomb Aimer), Navigator (Radio), etc. In the narrative 'U/T Observer' has been used as this was the R.A.F. trainee designation of the personnel sent to the P.A.A. and U.S. Navy navigation schools.

ANNEX IVWe'll Be Seeing You !

Editorial feature, Miami "Daily News" 15th October 1942

THE LAST of the Royal Air Force cadets have been graduated from the aerial navigation school at the University of Miami. (on 14th October 1942).

They make place for our own soldiers and sailors.

By next week they will be battling in the clouds for the freedom of the world. For two years these young Britishers have been succeeding one another, class after class, until they became a part of the community. Many of the graduates have been " written off " in flights over Europe against our common enemy. To the rest we wish a stout heart, a good fight and happy landings. In bidding them farewell, Metropolitan Miami feels a tug at the heart. These boys, whose language, customs and heritage of liberty are the same as ours, have left behind an indelible imprint of friendliness and brotherhood that will remain after the last gun of war has been stilled.

So it's 'Cheerio' and we'll be seeing you again, we hope,
on Miami Shores when peace has come at last to a war-weary world.

Editorial

THE MAKING OF A PATHFINDER

(Author Mary Hill, Publisher Merlin Books)

Mary Hill had joined the Womens Royal Navy Service in 1944, (known as "Wrens") but afterwards she worked for nine years in Germany followed by thirty-six years in America. Twenty four of those years had been spent mainly in the field of public affairs and information services before returning to England, and it was here that she opened-up a very old trunk and discovered letters that had been written to her by a young Royal Air Force cadet from the time he had entered the service. DOUGLAS KNIGHT WILLIAMS described to her the eventful experience of reaching TUSCALOOSA, Alabama, in Arnold Scheme Class SE42-D and of his later stay at GUNTER FIELD where he became one of the 43% of entrants diverted from PILOT Training to become a NAVIGATOR through P.A.A. (Observer) School Course 4274.

His destiny was Europe where he was later killed whilst flying a PATHFINDER bombing raid over Germany in that very fine twin-engine wooden MOSQUITO aircraft.

Both male and female readers of the paper-back may read, in those letters he had sent to Mary Hill, the emotional thoughts and the sense of what war was doing to the young ex-Arnold- P.A.A. cadet .

INTRODUCTION TO THE PAA REGISTERTHE ORIGIN AND PROGRESS OF THIS REGISTER

The founder of the Arnold Scheme Register, Norman Bate, had been taken to visit Mrs Nell Sutton, (the War Widow of Joseph Saxon of Course 42/5), who entrusted to him letters and other belongings of her husband. It was to be but one of several similar requests made to Norman by other relatives, and it is those trusts that have kept him steadfastly holding firm to the Statement of Purpose he created in 1985. The Objective being strictly confined to the hard work of researching names, tracing their survival status, building their service history within Course lists and the ultimate placement of a final product of the stage reached in the operation. There was always the back-ground knowledge that the British and American Service archives had appeared to not contain Lists of Course members. The late John Lobban of Course 42/6 had also made a special plea to Arnoldians for a PAA Register to be formed alongside that of the Pilots' Register.

Subsequently, when the Arnold Scheme pilots Register had run well into three-figure numbers worldwide, Owen D. Morgan of PAA Course 41/1 took the role of PAA Registrar and very meticulously established the product you read in this booklet. It involved him with tasks at the Public Records Office at Kew, guided by Edgar Spridgeon of SE42-G, and to afterwards work on assembling details into the exact format and copy that is now being re-typed to electronic-disc. He then had the task of trying to build a number of survivors to justify need for an information-service offering News-Letters and Arnold News booklets, but he firstly needed Course Lists.

When the Pan American Airways Airline closed-down its files were acquired by the University of Miami Libraries, so Owen established periodic contact with its Director Mr Frank Rodgers, and with Professor of History Emeritus Dr Gilbert S Guinn of South Carolina, in an effort to trace Course Lists relating to British cadets.

The List of Course 41/1 (also known as 41/G) had appeared in the Miami "Daily News" [14th October 1941], whilst the List and photographs of men in Course 42/1 came from the Base magazine; a modest few have also come from men who entered the Register. These form:-

**APPROXIMATELY ONE THIRD OF THE PAA SCHEME NAMES
AND SO COMPRISE THIS PAA REGISTER
AND ITS RESEARCH TASK.**

Arnold Scheme Task-Force members Arthur Asburey and Norman Bate undertook research at the Central Church of the Royal Air Force, St Clement Danes, where the many and huge volumes of the Roll of Honour are held, and more follow-up work "across the road" at the Public Records Office St Catherines House where there is just one large Volume containing SOME of the notified overseas casualties [UK ones are held elsewhere and have not yet been checked for Courses 41/1 and 42/1 and the few other names currently held.] The P.R.O. volume often helpfully contains Service Number, rank, and year of death. Owen Morgan has done similar searches, and now that volume has been revised some more visits are required shortly. We shall need to resort to creating Addendums, no booklet.

The researchers reside at opposite points of the compass and travel up to 200 miles to then investigate around 80 names per visit in a not especially well lighted or convenient working location, so strains are placed upon concentration, legs, eyes, memory. Visitors also seek to engage them in helping them too. Train times and building-closure times add to problems, not the least being those involving costs far in excess of subscription income. The Objective and clearly defined "Required Track" certainly helps to overcome negative pressures and a bring ten to twelve-hour absence. [Unfit Pilot/Obs category !]

INTRODUCTION TO THE PAA REGISTER**NEXT STEP:- COMMONWEALTH WAR GRAVES COMMISSION**

When a name comes up as a Casualty it is shown as such in this booklet. If it then appears in One of the several CWGC "Parts" (books) the Arnold Scheme Register had purchased you will observe some "directory" information has been given. Otherwise the normal procedure would be to seek assistance from the War Graves Commission. They are now twixt Manual and Computerisation, and probably face the question of charges for specific searches.

The emerging pattern is one reflecting a high casualty rate, high Prisoner of War rate, and an unknown percentage of injuries, and the hint of this is also reflected in parts of this booklet. Owen's work has in fact given credence to claims that we have forged a firm foundation to inspire much younger folk to contemplate finding out more about men who are drawn into wars. One is able to see that a quarter of the founder members spent time as a Prisoner of War or been involved with "underground workers", and unknown numbers maybe injured. Some had already been battle-hardened before and during the fall of France.

The Atlantic sailings of the members was seldom completely uneventful, and many British and Canadian sailors lost their lives saving their vessel from being torpedoed by U-boats. [Norman Bate's Canada cousin Leonard Bate of Ontario had been on the Bridge of the Corvette "Spikenard" during its hard turn to intercept the torpedo that sank it instantly with all but one or two badly injured sailors, only one being able to describe the tragedy].

We who have started this historical project are now into our mid seventies and eighties and we hope that the "mix" of basic content in this booklet may be an inspiration for Air Cadets and Combined Forces Cadets to conclude that our belated "paper" is "Not a bad show, chaps", and that they may never overlook lessons that history teaches. For those members of today there is one important concluding sentence:-

LET THESE WORDS BE OUR REMEMBRANCE

F N Bate MBE: RAFVR 1941-1945 (SE42-F USAAC 1941-1943), RAuxAF, RAFVR(T) to 1983.
Editorial

We pay our respect to the British and Canadian Sailor

DESTROYER RAMS TORPEDO**TO SAVE 1,000 R.A.F. PILOTS**

Express Staff Reporter

Daily Express Saturday February 21, 1942

Five months of bitter winter war have swept the grey Atlantic. From there comes a story which can now be told - one of the greatest of the sea. A fast liner of 15,000 tons sailed from a Canadian port bound for Scotland. Aboard her were more than 1,000 R.A.F. pilots, Observers and Navigators, each with at least 12 months flying in this country, in the United States army schools and under the Air training Scheme in Canada. A thousand years of training. A thousand skilled, fit men. She sailed with a destroyer and corvette escort. In the danger zone alarm bells shrilled through the ship. What happened next is told by one of the crew of the liner. The destroyer, he said, came between the torpedo and the liner. There was a terrific explosion as the torpedo tore into the destroyer. Smoke towered up in a sacrificial pall. Wreckage rained down on the liners decks and into the sea. When the smoke cleared, the watchers on the liner saw that there was nothing except a patch of oil and a few spars bobbing on the Atlantic. 100 sailors and an old destroyer for 1,000 pilots and a fast liner. The liner had to sail on. No pause to pick up survivors whilst the submarine still lurked. Only seven men were saved by the corvette before she sped after the liner. Later the alarm bells rang again, signalling another submarine. The RAF men were ordered down below. When they came back they noticed a grim satisfaction on the faces of the crew. That submarine had been "dealt with". The liner reached port and its cargo delivered.

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THE PAN AMERICAN AIRWAYS COURSE 41/1(G) DIARY

ABBOTT Geoffrey			
ALDRIDGE Eric W	Sgt	1202459, 166 Sqn	03.04.43 Runnymede
ALLEN Charles A		Casualty	
ANDERSON William R			
AYLIFFE Harold D	DFM	Casualty	
BATTRICK Denis H			
BEACON Leslie L			
BEDFORD Alfred L			
BEER Leonard			
BELL Alan		Casualty	
BELLIS David B	DFC*	FM:063	
BENTLEY Peter		Casualty	
BERESFORD P.C.			
BRANT Henry			
BROWN Joseph			
BURSILL Claude			
CADMAN William G	DFC	Casualty	
CALVERT Leslie			
CAMLIN William J H		Casualty	
CAMPBELL Alex L		Casualty	
CAMPBELL John M		Casualty	
CARPENTER D E		Casualty	
COOK Alan R		Casualty	
COOK Henry S		Casualty	
COOK Kenneth A		Casualty	
COUPLAND George			
CRICHTON Michael L			
DALGLEISH G			
DALRYMPLE Alan H			
DAVEY Basil E			
DICKS William G L			
DOWSETT Geoffrey E		Casualty	
DUCK Edgar Vernon		Casualty	
ELLACOTT Frederick H		Casualty	
ELLIOTT Fred T		Casualty	
EVANS Francis J			
FLETCHER Reginald G		Casualty	
FOWLER Cecil F			
FRASER William T			
FRIESNER Harry M			
GALLACHER William		Casualty	
GALLANT Bennett		Casualty	
GAMAGE Anthony W			
GARRETT John Ellis			
GASS Harold A			
GEORGE Clifford R		Casualty	
GILCHRIST John M			
GRAY Kenneth G			

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THE PAN AMERICAN AIRWAYS COURSE N°41/1 diary

GUTHRIE Alexander		casualty
HALL John R		casualty
HARRISON Frank E		casualty
HARVEY Leslie G		
HAYNES Geoffrey N B		
HIDER Sidney A		
HOBDEY Ralph H		
HORNBY Richard E A		
HORSLEY John	F/Sgt	1150163. 01.12.42 Runnymede
HULL Malcolm B		
HUNT Denis C		
JOHN Howell T		
JONES William D		
KANE Roland H		
KENNAWAY Robert		
LAKE John E		FM-025
LAWN Henry G		
LEAFE Roy		
LEATHER David H		
LENTHALL John C		
LEWIS George P		
LEWIS Geoffrey W		casualty
LOWER Vivian		casualty
LUCAS Leonard		casualty
LUMSDEN Thomas R		casualty
MacDONALD Robert G		casualty
MacLEAN Ian	DFC	casualty
McALLISTER James S V		FM-033
McCLOUD Thomas J		casualty
McKEE John L		casualty
MAJOR Jack E		
MARTIN Victor E D		
MEE John H		
MILES Reginald F		casualty
MILLS Findlay L		casualty
MISSELBROOK Bryan J		
MORGAN Ewart P		
MORGAN Owen D		FM-010 and Registrar
MORRIS Arthur R	DFC*	FM-005
MORRIS John E		casualty
NUNN Robert A		casualty
O'BEIRNE William F		casualty
O'NEILL Francis	DFM	FM-017
ORMSBY William H		casualty
PALFREY Wilfred A		
PARSONS William M		
PAYLING Stanley		
PENNEY Maxwell H		

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PAN AMERICAN AIRWAYS Course N°41/1(G) Diary

PENROSE Alan		
PHILLIPS Lionel S		
PIERCE Ronald H		
POGNET Arthur		casualty
POWELL Gerald W		FM:008
PRICE Thomas W		
PUGHE-JONES John H		FM:041
RAWLINS Kenneth E		
READ Edwin G		
RILEY R L		
RICE William T		
RICHARDSON Kenneth R		casualty
ROBINS George T		
ROE Basil G		
ROY Arnold M		
RYAN John E		casualty
SAUNDERS Frederick G		casualty: May be Mosquito N/F at Ford 1944
SCHOFIELD Arthur H		
SCOTT Robert W E		
SEYMOUR Robert A		
SHEPHERD John B		
SKYRME Robert D	Mid	FM:054
SMITH Charles P	Sgt	1254444. 269 Sqn 28.10.42 Runnymede
SMITH Robert W		
STEARNE Richard G		
STEVENS Patrick C		
STOKES Walter P		
STURLEY Philip C		
TAYLOR James A	Sgt	1379000. 150 Sqn 28.10.42. Runnymede
THOMAS David		
THOMPSON Thomas G		
THORNING William H		
THORPE Edgar F		FM:044
TIMMS Kenneth		casualty
TROW George H		
UPSTON Wilfred A	Sgt	1187588. 511 Sqn 23.03.43. Runnymede
VAUGHN Malcolm P		
WARD Edward		
WATSON Alex F		
WATSON Albert W		casualty
WHITAKER Alwynne		
WHYTE Francis		casualty
WICKS Walter E		
WILLIAMS Arthur H		casualty
WILLIAMS Horace		
WOODLAND Leonard R		
WRAIGHT Sidney A		
WRIGHT Edmund		
WRIGHT William		
YOUNG John G		casualty

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THE PAN AMERICAN AIRWAYS COURSE N°42/1 DIARY

ALCOCK Eric George			
AMES Thomas R			
ANDREWS Ralph L DFC		A Founder Member of the Register	03.07.90
BAILEY Kenneth J		A Founder Member of the register	
BARRY Edgar			
BARTON Kenneth V			
BEAUCHAMP Alan C			
BERNARD Kenneth E R			1987
BILBROUGH Hugh			
BIRCHWOOD John			
BISHOP James S		survived	19487
BOLTON Joseph	F/O	158340. In 151 Sqn	06.06.44 Runnymede
BOSWELL Alan	F/LT	125638. 83 Sqn	27.04.44 Durnbach
BRAY Gilbert S	F/O	126618. 36 Sqn	1943
BROWN Frank		FM:034	Dec'd 24.11.91
BULLEN Reginald			
BUSWELL Jack			
CARRICK William D	Sgt	1220942. 16 OTU	1942
CHAPLIN C T			
CHRISTIAN Percival C		Rumour: Blenheim flight ex SAOS	1942
CLIFTON Richard R			
CLUCAS W'm R AMICE AMIWE			
COOK John A DFM	S/Ldr	(had started to form a PAA Ass'n)	23.07.87
CRUDEN George S	F/LT	126615. 104 Sqn	1944
CURTIS L H	Sgt	1313229. 44 Sqn	08.02.43 Runnymede
DALTON John C			
DAVIS Ralph			
DEIGHTON A P	Sgt	1383346. 77 Sqn	1943
DENHAM W	Sgt	1129595. 7 Sqn Rheinberg	26.05.43
DETLEY F C	Sgt	1085002. 149 Sqn	29.05.43 Runnymede
DOMONE E V			
DOUGLAS Leslie D			
DRANSFIELD Maurice	Sgt	1025320. 106 Sqn	1943
DRAPER CYRIL E			
DUNLOP Frame			1983
DYMOCK John M	Pit Of	141016. 25 Sqn	1943
EDMONDS Ronald A	Sgt	656267. 44 or 442 Sqn	1943
ESCOTT Ronald E			
FELL Hayden	Sgt	1379924. 83 Sqn	1943
FORMAN Denis C			
FOXON Stan			
GIBBON Joseph			
GILLESPIE Alan	Pit Of	144205. 617 Sqn (Dams Raid)	1943
GOODSELL Robert A			
GRIFFIN Francis J B		research again needed	
GRIFFIN Maurice W		FM:038	13.01.95
GRIFFITHS John H	Sgt	1337841. 166 Sqn	1943

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THE PAN AMERICAN AIRWAYS COURSE N°42/1 DIARY

HAINES Stanley H			
HALE Rowland H		FM:065	
HAMILTON Charles			
HAMMOND Clive D		Awaiting further research	
HANKS Sidney A			
HARRISON Alfred E	F/Sgt	1208881. 12 Sqn OR F/Off 162526, 13 Sqn ??	
HART William J	Fg Off	125306. 1658 HCU	03.02.43 Runnymede
HARVEY Dennis E		Reported Missing but assume survived	
HARVEY Robert J			
HASTINGS Thomas E	Sgt	1198074. 7 Sqn	13.03.43 Runnymede
HAYMAN Richard E	Sgt	1262068. 115 Sqn	1942
HEYWOOD Cyril	Plt Off	137313. 29 Sqn	21.01.43 Runnymede
HEFFERNAN Con J			
HILL John E			
HOLMES Sidney W			
HOWELL Louis C			
HURLEY Stanley A			
HYLAND Paul M			
JONES George A			
JONES Howell R	Sgt	1126466. 15 Sqn	26.02.43 Runnymede
JONES Kenneth D		S. N° needs verifying (656794 or 158403)	
KENDRICK Harry J	P/O	121340. 219 Sqn	19.08.42 Runnymede
KING Sidney W			
KIRKBRIDE Jonathan W		Reported Missing but assume survived	
KIRKMAN William A			
KNIGHT Austin T			
LAMMIN Jack D	Sgt	1134563. 37 Sqn	10.07.43 Malta M'ml
LEE Edmond F			
LEWIS Y			
LINEHAM Vic			
LINGHAM Charles E			
LLOYD John H			
LLOYD Richard O		further check needed	
LOCKETT J D			
LOCKWOOD Eric			
MacLEOD Ronald			
MALE Edwin T			
MANN John C		awaiting further research	
MANNING Lawrence S R			
MILLS Frank R			
MINNETT John J			
NICOL Douglas		After 13 Ops presume died of war wounds.	
OVENS John R	Sgt	656768. 150 Sqn (ex Army)	1942
PARRY Tom			
PHILLY Eric H			
RAVEN Ronald E	Plt Off	144762. 9 Sqn	1943
REDMOND George C			

THE PAN AMERICAN AIRWAYS COURSE N°42/1 DIARY

RICHARDS Frank M	Fg/Off	T24T13. 44(Rhodesia) Sqn	T943
RICHARDS Jack	F/Sgt	1603064. T66 Sqn	1945
RICHARDS Reginald A			
RILEY Harry			
ROBB Vivian G			
ROBINSON Charles F			
ROGERS William J	Fg/Off	T51320. 50 Squadron	T944
SAXON George E			
SCOTT Alfred P	Sgt	1034619 (at Lynham)	T942
SCOTT Peter			
SHAW Richard S		FM:042	
SLAUGHTER Donald J			
SMART Alexander M			
SMITH H H			
SMITH Vernon G			
SOAR Eric W BA			
SPRING Alec H BSc			
STEPHEN George G D			
STIMPSON Leonard A	Sgt	1312924. 77 Sqn. (Reichswald Forest)	13.05.43
STOKOE Frederick			
STONE Ronald		Presumed survived after "Missing"	
TAIT Peter B W			
TANSLEY Kenneth M			
TARR Vincent J	Sgt	1383325. 9 Sqn	T943
TAYLOR Cyril D M BSc			
TAYLOR Leonard A		Awaiting research info	
THOMAS John A		FM:022	
TINKLER Stephen			
TRAVIS Jack		Awaiting research info	
TRUSCOTT Thomas O	Fg/Off	125301. 467 Sqn	1943
TUCKNOTT Leslie G			
TURNER Edward			
WADDINGTON David BA			
WALKER Cyril G			
WALKER Richard B			
WALSH Herbert	Sgt	1084155. 419 Sqn	1943
WALTON William T	Plt Off	125309. 11TU (Abbotsinch)	1942
WHEWELL John		FM:021	
WHITE Arthur J			
WILKIN F. John CBE	DFM	FM:019	
WILLERS Jack A			
WILLIAMS Martin			
WILSON Thomas R	Plt Off	144265. 138 Sqn	T943
WITHERS William R			
WOOD R H			
WOOTON William E			
WRIGHT Frank S. (42-1 end)			

UNCLASSIFIED

THE PAA(Obs) SCHOOL POST-WAR SURVIVORS OBITUARY LIST N°1'96

PAA OBSERVERS POST WAR OBITUARY LIST (I)				
Nos	MEMBERS NAMES	C°	DATE	NOTES
				*ODM
2	ALLISON William	41/2	1984	Rep'd by a FM
8	ANDREWS Ralph L DFC	42/1	03.07.90	FM32
7	BERNARD Kenneth E R	42/1	1987	Rept from widow
1	BISHOP W	41/2	1948	
15	BROWN Frank	42/1	24.11.91	FM34
4	COOKE John A DFM	42/1	23.07.87	(X) Had started a Register
17	DALE Stanley	42/2	Jun'89	Correspondence returned with a note
18	DUNLOP Frame	42/1	1983	Rept from a FM
19	FULLELOVE Ronald DFM	42/2	1993	seen in Aircrew Association "Intercom"
9	GARGINI Eric	42/4	17.10.90	ex SE42E. Polish 2nd Order of Merit
10	GARNHAM Ian H	42/3	15.01.73	
12	GRIFFIN Maurice W'm	42/1	13.01.95	FM38
14	JONES William D DFC	41/G	Jly 1994	(Owen Morgan 09.11.95)
11	LOBBAN John	42/6	23.04.93	FM3 exSE42-F.1st Founder.
13	McCALLISTER J S Victor OBE	41/G	Oct'95	FM33 a DFC & Bar and DFM + OBE
16	MORGAN Anthony T	41/2	Nov 1995	FM55
5	O'NEILL Frank DFM	41/G	29.05.88	FM17
20	PALFREY Wilfred A	41/G	1983	Rept from a FM
21	PEARSON WILLIAM	42/4	1988	Rept from a FM
3	READ Edwin G (Ted)	41/G	08.06.87	Rept from a FM
22	SMITH Peter B	42/6	1991	Correspondence returned with a note
6	WALKER BOOTH DFC		by ELS	ex Widnes, at present unconfirmed
OTHER COURSE MEMBERS BEING CHECKED (IN 1996-1997) AS LIKELY CASUALTIES				
F/O	ROGER James Alexander	41/2	16.09.43	617 Dambuster Squadron
	EDWARD Glen	41/2		Bomber Command
	BOYES Roland Leslie	42/2		
	CAMBELL Eric	42/2		Believed at O.T.U.
	BURCHAM A.J. ('Johnny Beer')	42/3		at Mildenhall
	CLAPPERTON 'Jock'	42/3		(a 'believed' report)
	DYNES George	42/3	March 19	10 Sqn Bremehaven raid
	FLYTE Peter	42/3		Alemann War Memorial
	FARR Tommy	42/3		over North Sea 1943
	HAINES Roger	42/3		15 O.T.U.
	SIBLEY	42/3		On 1st 1,000 Raid on Cologne
	SMELLIE David M	42/4	1943	ex SE42-E. Missing Bomber C'd.
	McGINLEY Alec	42/4		Bel'vd Killed 149 Sqn Lakenheath
P/O	WILLIAMS Douglas Knight	42/4	(Refer to his story "The Making of a Pathfinder")	
Sgt	PAYNE 'Bill' (Vicar's son)	42/5		Runnymede
P/O	PARRY Fred 131560	42/5	1943	reported killed
	FINFER A M (Pete)	42/5		(ex Arnold Scheme) Runnymede
	THORNE Peter	42/5		Shot down 3 times. Cut hole in rail-truck floor when en-route for Colditz. Fell through, lost both legs and died next day.
	MOLE Thomas	42/6	02.03.43	during low-level Navigation exercise
1	This Register is a posthumous tribute to JOSEPH SAXON and widow 'Neil'. Berlin 23/24.08.43.			

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